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SUBJECT Railroad Car Factory in Novorossisk  
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1. Although the official name of this undertaking was not given [redacted] the Novorossisk Railroad Car Factory (Waggonfabrik Novorossisk). It occupies a site a little less than a mile north of the harbor and about 500 meters northwest of the main railroad station. Passing within the immediate vicinity of the works is the main, single-track line to Krasnodar.
2. The establishment of the factory, [redacted], goes back to the period ~~between~~ the first and second world wars. [redacted] the installations could be any older. After the Germans evacuated the area and the ~~Russians~~ reoccupied the city, the four structures which remained intact immediately resumed production. Meanwhile, the management made plans and changes for the reconstruction of the destroyed buildings. During the period [redacted] four installations were reconstructed. By 1948 they were once again in full production. [redacted] that the transitional period has been terminated and that the factory is certainly back to its pre-war status.
3. The thickly built up installations within the factory area of 1000 x 500 meters. The open areas, covered [redacted] network, are occupied by standing railroad cars which are repaired or are awaiting repair.
4. The management of the factory is subordinate to the railroad administration. The director of the factory, a ~~Russian~~ with the rank of colonel, wears a railroad uniform. German drafted engineers are not employed by the ~~works~~.
5. The technical equipment of the organization is modern and efficient. In 1945/1946 new automats (Automaten) of American and German origin were installed. Likewise, the forge has been refitted with new hammers and machines. Heavy cranes provide the lifting power for large pieces.
6. Down by the waterfront large numbers of crates, purported to contain machines and tools, are scattered and stacked over a broad area. A part of them are reported to have been already badly damaged by exposure to the elements and are probably will no longer be used. One of the cement

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plants, which was dismantled in Germany, has been reassembled in the upper part of the city, northeast of the bay.

7. The most important installations of the railroad car factory are:
  - a. The boiler house
  - b. The foundry
  - c. The forge
  - d. The mechanical workshops
  - e. The car repair shop
  - f. The new car construction shop
  - g. The wheel division
  - h. The car spring forge
  - i. The saw mill
  - j. The pattern shop
  - k. The railroad network
8. The car repair shop, about 250 meters long and at least fifty meters wide, encompasses the entire southern half of the construction hall. Cars are repaired simultaneously on five tracks which lead into the building. Repairs and new construction are based on the assembly line principle.
9. New car construction is handled in the northern part of the hall. Immediately adjacent to this shop are three buildings which were destroyed during the war but under reconstruction in 1947. They are reported to have been completed by the summer of 1948.
10. The wheel shop, located north of the car manufacturing hall in a building of 150 x 50 meters, assembles complete wheel sets. Narrow gauge wheel sets from Germany are widened and assembled for the ~~Russian~~ broad gauge lines.
11. The total production of the works [ ] unable to estimate. However, he 25X1 reports that at the beginning of the year 1947 about 120 cars were repaired or assembled each month. The new cars made up the smaller part of the total. Since then production has been rapidly expanded. Freight cars, refrigerator cars, and an occasional passenger car appeared for repairs. The new car construction shop manufactured for the most part the large sixty ton pullmans, but smaller cars were also produced in this division. The factory has also built new street cars for the city of Novorossisk.
12. Numerous railroad spurs run through the entire grounds connecting the buildings with one another and the main railroad lines of the area. Switching engines are supplied by the Soviet state railways.
13. Personnel employed by the enterprise in 1947 were estimated [ ] to total 25X1 about 5,000 persons. Alongside the 5,000 ~~Russian~~ workers, 1,000 German PWs were engaged in reconstruction. Work was done in three 8-hour shifts.

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